

CLASSIFICATION: ACCIDENT/INCIDENT

OCCURRENCE FILING INFORMATION:

- File Number: *BAAI/ACR-002-2021*
- Responsible entity: *Bureau of Air Accident Investigation*
- Occurrence status: *Investigation ongoing*

DATE AND TIME OF OCCURRENCE:

- Date: *2nd April 2021*
- Time: *1130hrs (Local); 0930hrs UTC*

STATE OF OCCURRENCE: MALTA

- Location: *Malta International Airport (LMML)*
- Latitude: *35°51'27.15N*
- Longitude: *014°28'38.78E*

SEVERITY OF DAMAGE:

- Highest damage to aircraft: *Moderate*
- Third Party Damage: *Moderate damage to two parked fuel bowzers;
Minor damage to one parked fuel bowser.*

INJURIES:

- Fatalities: *None*
- Serious: *None*
- Minor: *None*
- None: *Three*

REPORT:

- Investigating entity: *Bureau of Air Accident Investigation*
- Investigation type: *ICAO Annex 13 investigation*
- Investigation delegated: *No*
- Final report Date: *N/A (TBA)*

ORGANIZATIONS/ENTITIES/PEOPLE INFORMED:

1. *ICAO (INT)*
2. *EASA (EU)*
3. *European Commission (EU)*
4. *NTSB (US)*
5. *Boeing (US)*
6. *TM-CAD (MT)*

AIRCRAFT DETAILS:

- Registration: *9H-QCJ*
- State of Registry: *Malta*
- Flight Number: *N/A*
- Manufacturer: *The Boeing Company (USA)*
- Model: *737-800*
- Year built: *2016*
- Serial Number: *62690*

- Aircraft category: *Part 25 certified*
- Propulsion type: *turbine*
- Engine manufacturer: *CFM International*
- Number of engines: *2*
- Maximum takeoff mass: *N/A*
- Maximum landing mass: *N/A*

AIRCRAFT OPERATOR:

- Operator: *Malta Air*
- State of operator: *Malta*
- State of registration: *Malta*
- Type of operation: *Airline*

FLIGHT/MOVEMENT DETAILS:

- Last departure: *LMML Apron 8 Stand 2*
- Planned destination: *LMML Apron 2*
- Actual landing airport: *N/A*
- Flight phase of occurrence: *Tow*

NARRATIVE:

9H-QCJ was being repositioned from Apron 8 to Apron 2 under tow. The aircraft was pushed back from Stand 2 onto TWY I and the tow proceeded along TWY I and TWY J, crossing RWY 23. As the tow truck turned onto TWY K, the tow bar became detached and the aircraft proceeded straight, entering the Cargo and GSE Area and coming to rest against a bank of 4 fuel bowsers parked side by side. (Figures 1 and 2).

The investigation is ongoing and has, to date, focused on the gathering and analysis of data; interviewing of witnesses; and operating procedures.

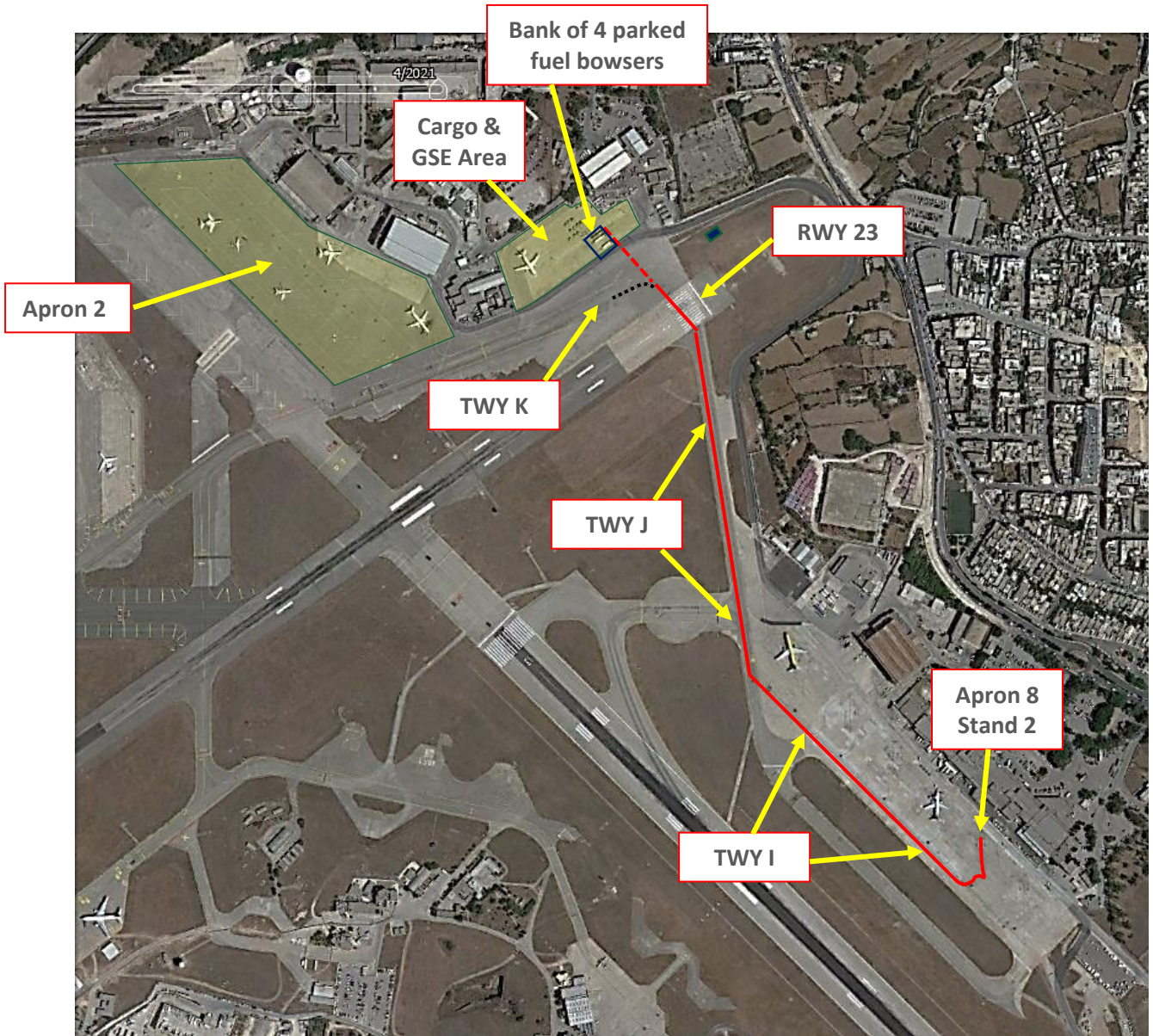


Figure 1: Aerial view of LMML (Google Earth), with overlay showing the tow path followed and place of aircraft impact with parked fuel bowzers.

- Legend:**
- Path of aircraft under tow (Tug and aircraft)
 - - - Path of aircraft following separation from tug
 - · · · · Path of tug following separation from aircraft



Figure 2: *The aircraft at rest against the bank of four fuel bowsers.*

ABBREVIATIONS:

<i>BAAI</i>	<i>Bureau of Air Accident Investigation</i>
<i>EASA</i>	<i>European Union Aviation Safety Agency</i>
<i>EU</i>	<i>European Union</i>
<i>ICAO</i>	<i>International Civil Aviation Organization</i>
<i>INT</i>	<i>International</i>
<i>LMML</i>	<i>ICAO code for Luqa Aerodrome (Malta International Airport)</i>
<i>MT</i>	<i>Malta</i>
<i>N/A</i>	<i>Not Applicable</i>
<i>NTSB</i>	<i>National Transportation Safety Board</i>
<i>RWY</i>	<i>Runway</i>
<i>TM-CAD</i>	<i>Transport Malta – Civil Aviation Directorate</i>
<i>TWY</i>	<i>Taxiway</i>
<i>US</i>	<i>United States</i>
<i>UTC</i>	<i>Universal Coordinated Time</i>